

ON TO 2050 COMPREHENSIVE REGIONAL PLAN

Draft
for public
comment

ON TO 2050 PRINCIPLES AND THE REGION TODAY

This PDF only contains text for the chapter named above. Please see www.cmap.illinois.gov/onto2050 for the full draft plan text.

This draft document will be available for public comment from June 15 to August 14, 2018. Submit comments at www.cmap.illinois.gov or by email using the subject line "ON TO 2050 Public Comment" to ONTO2050@cmap.illinois.gov. Or comment by mail to Chicago Metropolitan Agency for Planning, Attention: ON TO 2050 Public Comment, 233 South Wacker Drive, Suite 800, Chicago IL 60606, or by phone to 312-454-0400.

An online version of the ON TO 2050 Draft for Public Comment as well as a downloadable PDF of the plan and its technical appendices can be found at www.cmap.illinois.gov/onto2050. Design will change for the final release of ON TO 2050 in October 2018.

The Principles

The Chicago region has a tradition of seizing its destiny rather than leaving the future to chance. Because current trends show that the region is falling behind its peers, we must address our challenges collaboratively to ensure metropolitan Chicago's status as a global center of commerce.

According to many measures, our progress has stalled for reasons that are complex but by no means irreversible. By systematically addressing such factors, as a region we can make tangible progress toward broad, lasting prosperity and quality of life. Most important, while we possess the assets necessary to succeed, we must coordinate our efforts region-wide to make true progress.

In developing this ON TO 2050 comprehensive regional plan, CMAP spent approximately three years working with partners to conduct extensive research, issue more than two dozen reports, and engaged over XX,000 residents of the seven-county region. The plan affirms and builds on the recommendations of its predecessor, GO TO 2040, to offer more specific direction where needed and identify additional priorities. The plan process identified three clear, overarching principles:

Inclusive Growth: We must provide economic opportunity for all residents and communities.

Resilience: We must prepare for future changes, both known and unknown.

Prioritized Investment: We must carefully target resources to maximize benefit.

These principles will inform every recommendation in ON TO 2050's five chapters of Community, Prosperity, Environment, Governance, and Mobility.

Resilience

To remain strong, metropolitan Chicago requires communities, infrastructure, and systems that can thrive in the face of future economic, fiscal, and environmental uncertainties.

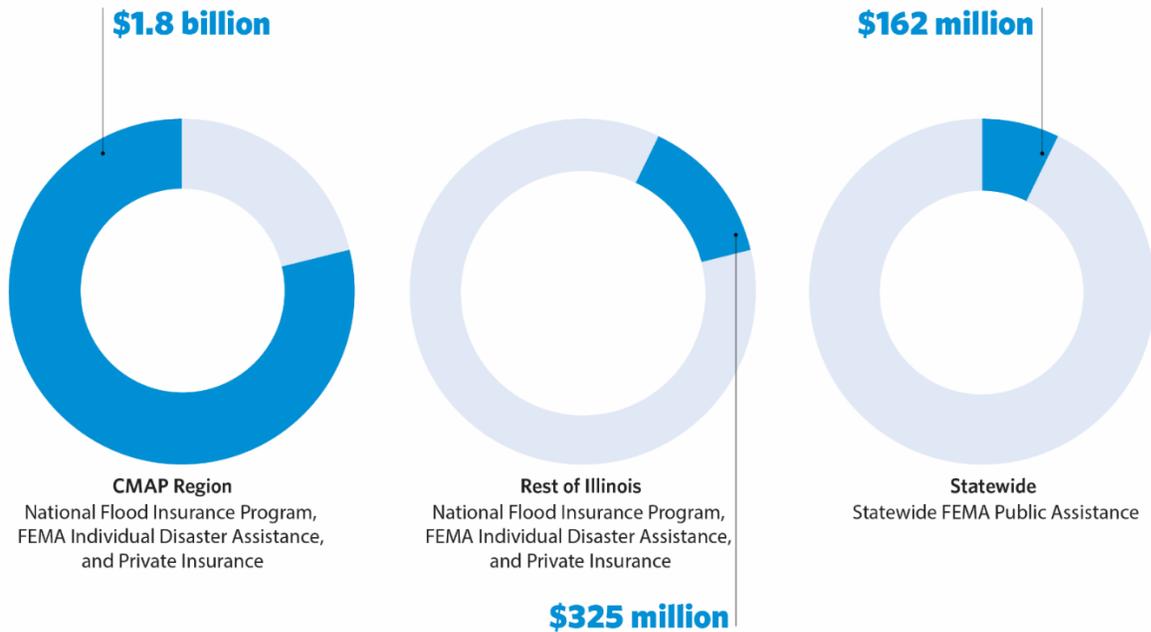
By achieving "Resilience," our communities can prepare for and recover from acute shocks and chronic stresses. This requires making infrastructure, natural systems, and social structures more durable. In addition to rebounding quickly from, for instance, stronger storms and frequent flooding, a resilient region can actually capitalize on these challenges. To cite one



example, if extreme heat causes pavement to buckle, it can be replaced not only by a road more resistant to extreme temperatures, but one also built to mitigate flooding and ensure reliable, weather-resistant transportation.

Select flooding damage payments, 2007-14

Note: These totals represent a fraction of damage costs.
 Source: 2015 Illinois Department of Natural Resources Report for the Urban Flooding Awareness Act.



"Resilience" refers to much more than climate change. Many communities lack the capacity -- for example, revenue, staff, expertise, equipment, and other resources -- to effectively implement local and regional goals. By pooling resources, deploying new technologies, and training staff, resilient municipalities can plan collaboratively to provide essential services even as federal and state support continues to diminish. Funding from the State of Illinois will continue to play a crucial role -- though quite an uncertain one, due to fiscal conditions -- in our region's prosperity.

Working closely together to achieve economic resilience, our region's communities can also prepare for inevitable challenges as global markets spur a transition to new types of work in emerging industries.

In 2015, the state sent \$2 billion less in revenues to local governments statewide, compared to 2000.

Our region and its communities must anticipate and adapt to future challenges -- both known and unknown -- driven by climate, commerce, technology, and other factors.

Inclusive Growth

Regions that offer economic opportunity for residents regardless of race, income, or background enjoy longer, stronger periods of prosperity and fewer, shorter periods of economic stagnation.

Metropolitan Chicago simply cannot thrive when so many people and places are left behind. Despite our many enviable assets, we fall short of ensuring economic opportunity for all residents. Though also true of many other regions, this unfortunate reality is particularly evident here according to numerous measures based on race or ethnicity. For a stronger, more equitable future, our region needs to ensure every resident and community has the ability to fully contribute to and benefit from the economy. By taking deliberate, concerted steps region-wide, together we can make progress toward inclusive growth across all seven counties and 284 municipalities.

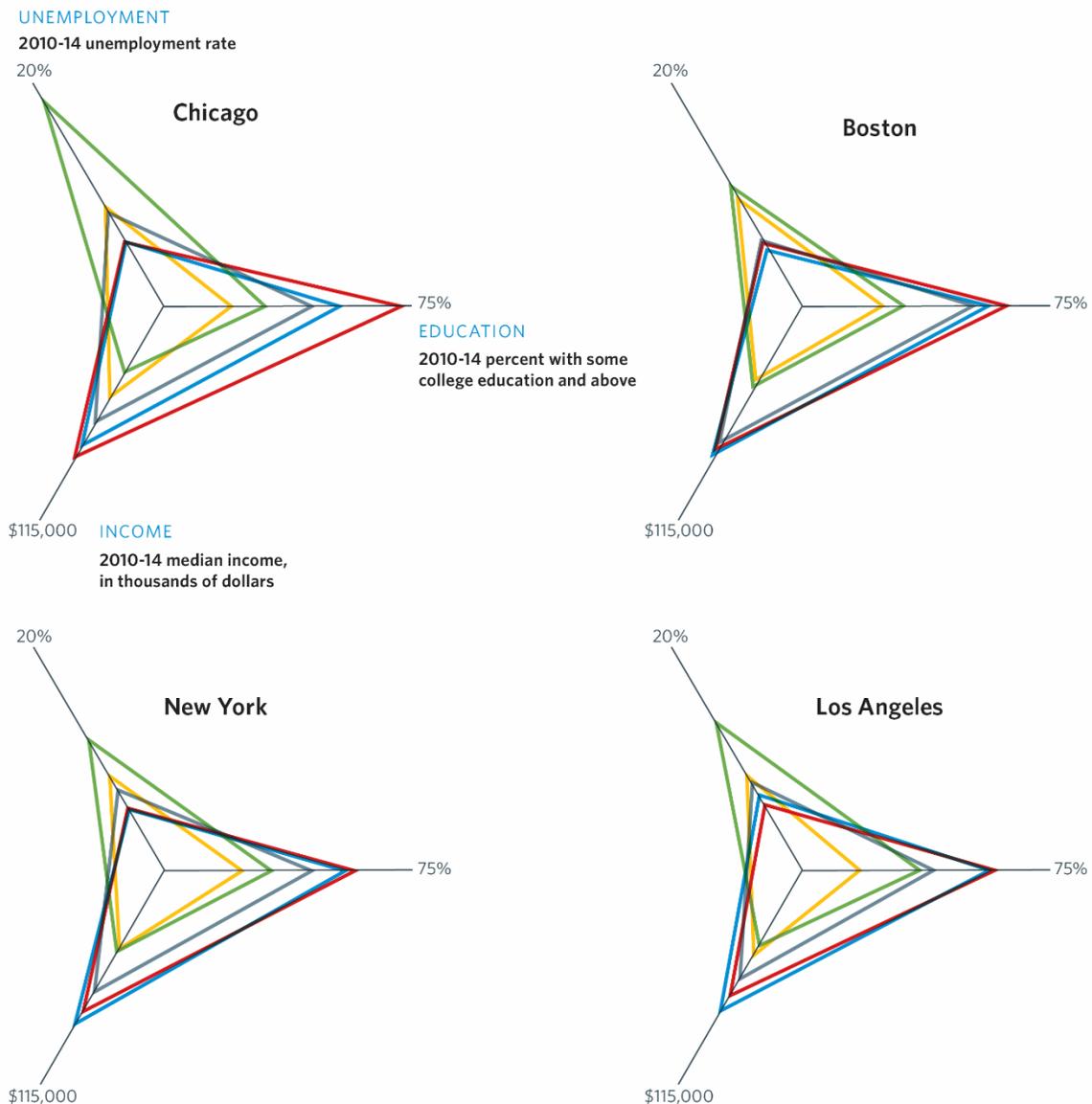


Disparate outcomes by race/ethnicity in select metropolitan statistical areas, 2012-16

- Black
- Hispanic
- White
- Asian
- Regional average

Note: Unemployment is for population age 16 and above. The Bureau of Labor Statistics provides regional unemployment rates used in other CMAP products. Census unemployment is behind current rates, but is the most appropriate source to analyze unemployment by race.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey Data, 1-year estimates, 2016 and 5-year estimates, 2012-16; Note: 2014 inflation adjusted dollars; median incomes rounded to the nearest thousand.



Inequity persists when the location of someone’s home, their race or ethnicity, or socioeconomic status determine their economic success, health, and overall quality of life. This inequality manifests strongly along racial lines, and often can be traced to racially discriminatory policies and practices such as redlining, exclusionary zoning, school segregation, and predatory

lending.¹ Residents also experience health disparities depending on where they live and work. Promoting inclusive growth can disrupt these patterns and help the region be stronger and more successful economically.

To compete in the global economy, we must tap the full potential of all our workers, businesses, and infrastructure. Currently, a substantial portion of the region's human capital -- embodied in the talents and skills of excluded residents -- is being wasted. Paired with other strategies to capitalize on the region's economic assets, emphasizing inclusive economic initiatives can help restart long-term growth and increase prosperity across the region.

Strategies for inclusive growth can also help the region attract and retain a diverse populace. Having recently lost population -- particularly among low and moderate income residents and black residents -- we must take intentional, proactive steps to open doors in communities where opportunity hasn't knocked for generations.

¹ Redlining refers to the now illegal practice of refusing to provide loans or other financial services in neighborhoods with certain demographic characteristics, such as having a high proportion of residents or business owners of color. The practice derives its name from maps developed by the federal Home Owners Loan Corporation in the 1930s, which outlined high minority or low income areas in red. For several decades, these maps were used by the Federal Housing Administration as well as banks and lending institutions to determine loan eligibility, effectively segregating neighborhoods and limiting access to wealth for minorities. For more information, see: Encyclopedia of Chicago, "Redlining", <http://www.encyclopedia.chicagohistory.org/pages/1050.html>

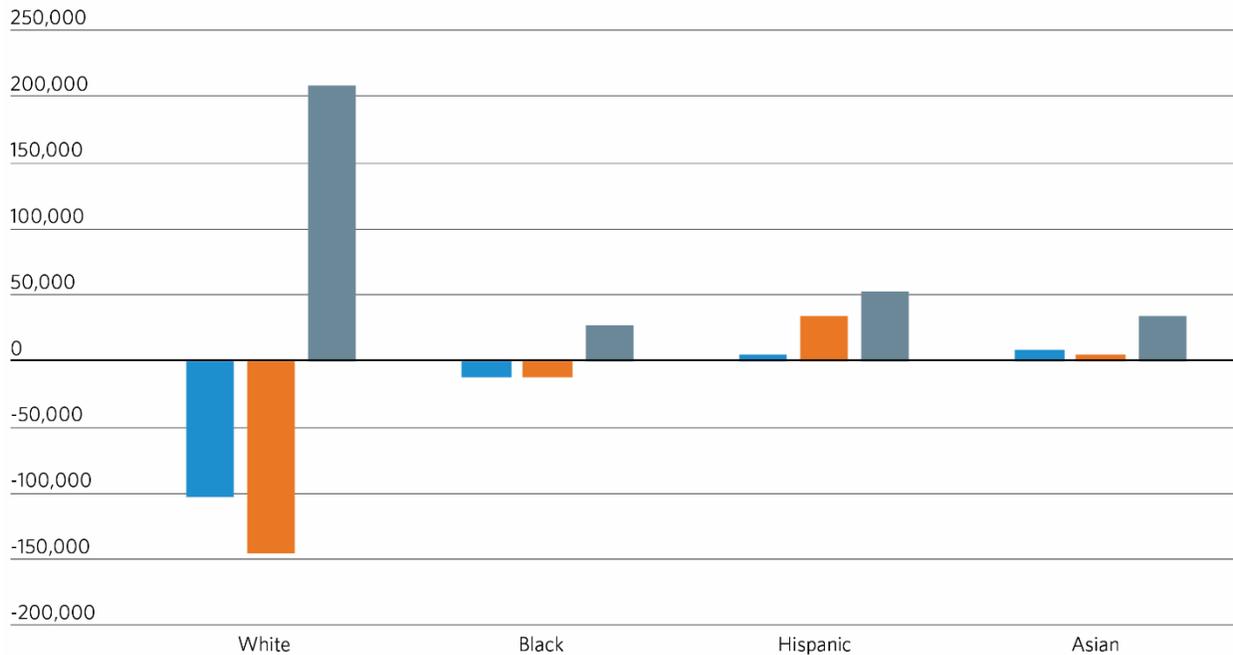


Estimated change in households by income level and race and ethnicity, Chicago Metropolitan Statistical Area, 2005-15

- Low
- Middle
- High

Note: Low income is less than 60 percent of area median income, moderate income is 60-140 percent of area median income, and high income is more than 140 percent of area median income.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey data.



Regionally, inequity also takes a toll on communities themselves, many of which have not recovered from the recession. Despite making prudent budget choices, too many municipalities find their tax base limited by disinvestment's effects. Combined with decreasing federal and state support, this lack of capacity can make it difficult for municipalities to provide essential services. Inclusive growth can help such communities stem these trends and control their own destiny.

Long-term regional prosperity requires economic opportunity for all residents and communities.

Prioritized Investment

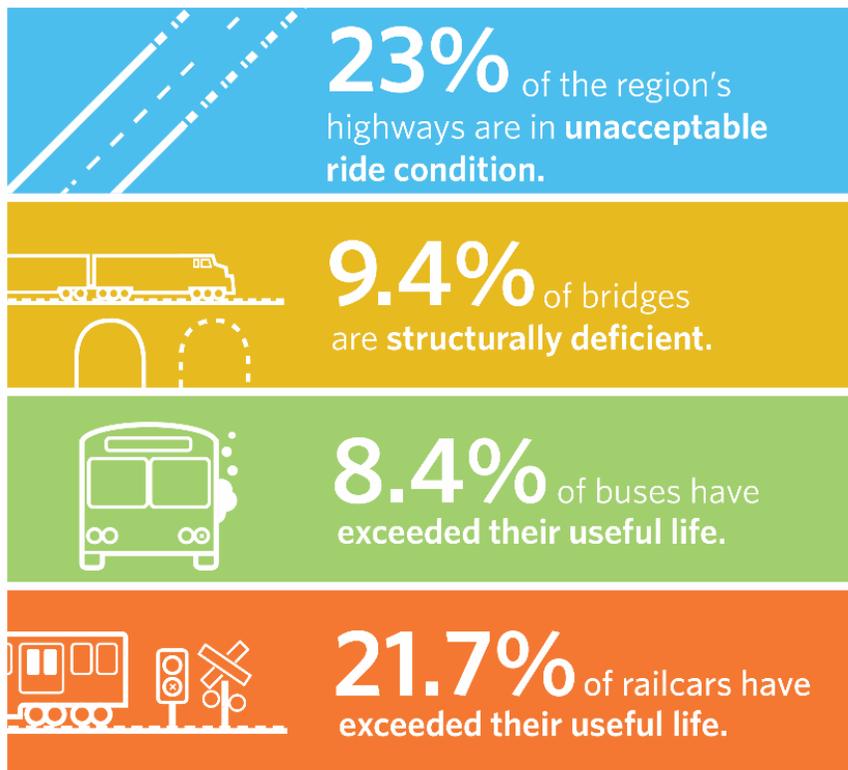
In any era, metropolitan Chicago requires wise stewardship of public revenues to maximize regional benefits. Especially when federal and state funding becomes less sufficient year by year, we must ensure "Prioritized Investment" for infrastructure, development, and the economy to maximize regional benefits.



Prioritized investment extends beyond transportation infrastructure, to the built environment, technical assistance, and other public resources. For decades, funding of public services and infrastructure at all levels of governments has been stagnant or diminishing, yet costs continue to rise. Due to the need of new support for transportation in particular, ON TO 2050 identifies a number of alternatives to our state's and region's antiquated sources of revenue. We require funding methods sustainable and flexible enough for operating and maintaining a modern system of roads, transit, and freight, whose needs could continually shift due to emerging technologies and economic realities.

Investment in metropolitan Chicago's existing transportation assets is needed to keep our region and Illinois competitive in the global economy. Maintenance and modernization of highways, bridges, and transit infrastructure will be a central focus of ON TO 2050 and its development.

Source: Chicago Metropolitan Agency for Planning
www.cmap.illinois.gov/mobility/explore, 2016.



Coordinating investment broadly -- by linking transportation with housing, or targeting public expenditures to attract private resources, among other examples -- is also essential for effectively using limited resources. To maximize the benefit of precious transit resources, for instance, requires land use decisions that support residential and commercial development so people can live and work near bus or train service. Similarly, stormwater management investments can meet multiple goals by also offering recreational options and improving water quality.

Above all, prioritized investment requires close coordination across implementing agencies responsible for providing technical assistance or selecting projects transparently based on clear, measurable objectives. To improve the existing system, we must address the backlog of transportation, water, and other infrastructure in need of repair or replacement, opting for expansion projects only when they meet clear regional objectives.

We must carefully target public resources to maximize regional benefits for mobility, the economy, and quality of life for all residents.



The Region Today

Metropolitan Chicago’s residents, businesses, and institutions continue to create ideas, art, and commercial products that reach around the world. Over the last decade, our region has experienced significant economic, demographic, technological, environmental, and fiscal changes, and the future promises even more substantive shifts. We must also rebuild and modernize aging infrastructure at a time when travel patterns are changing, with potentially profound effects. Uncertainties about the State’s fiscal condition and federal priorities mean that we must fund our own needs. To thrive, we must face today’s opportunities and challenges, build on the region’s many resources, and prepare to take advantage of future change.

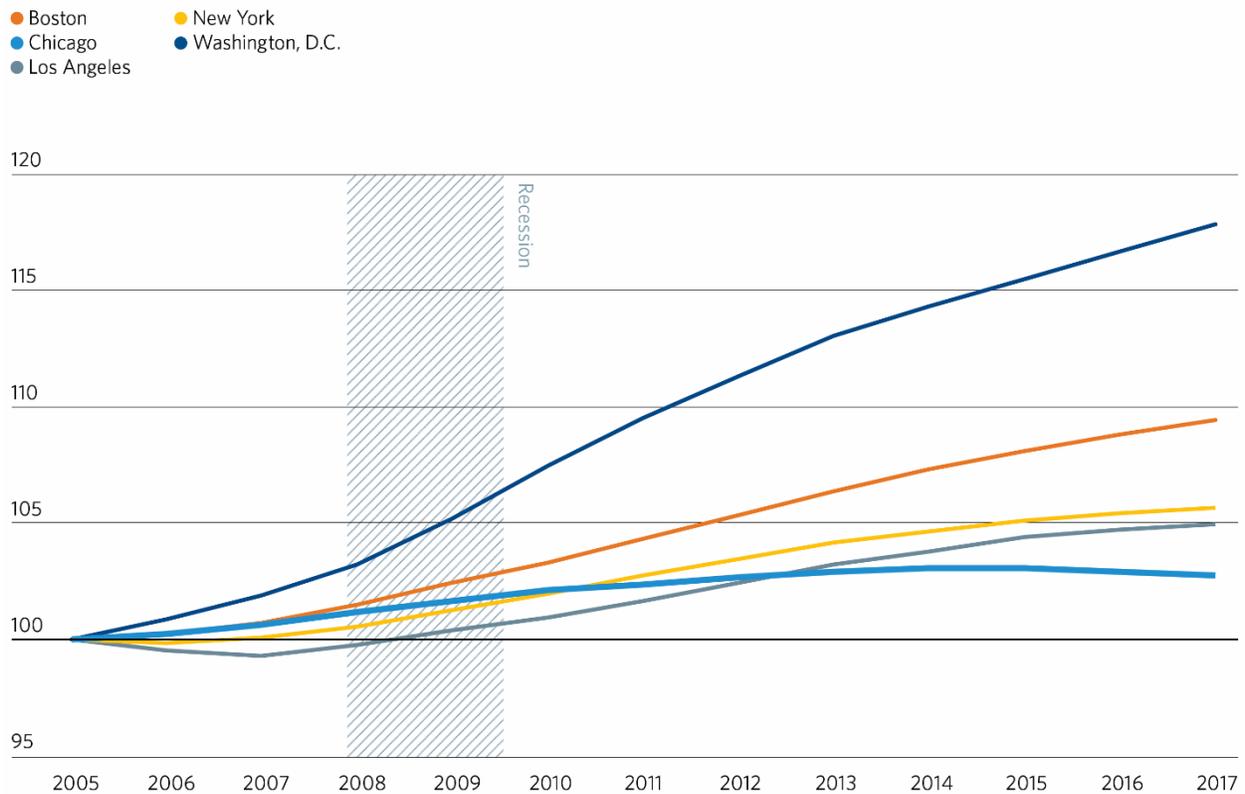
Economic challenges and assets

Today, our population growth has stagnated and economic growth lags behind peer regions. Despite recent population losses, CMAP forecasts that the region will add 2.3 million new residents and 920,000 new jobs by 2050. ON TO 2050 lays out a vision help the region get back on track and thrive again.

Cumulative population change in select metropolitan statistical areas, 2005-17

Note: Indexed to year 2005

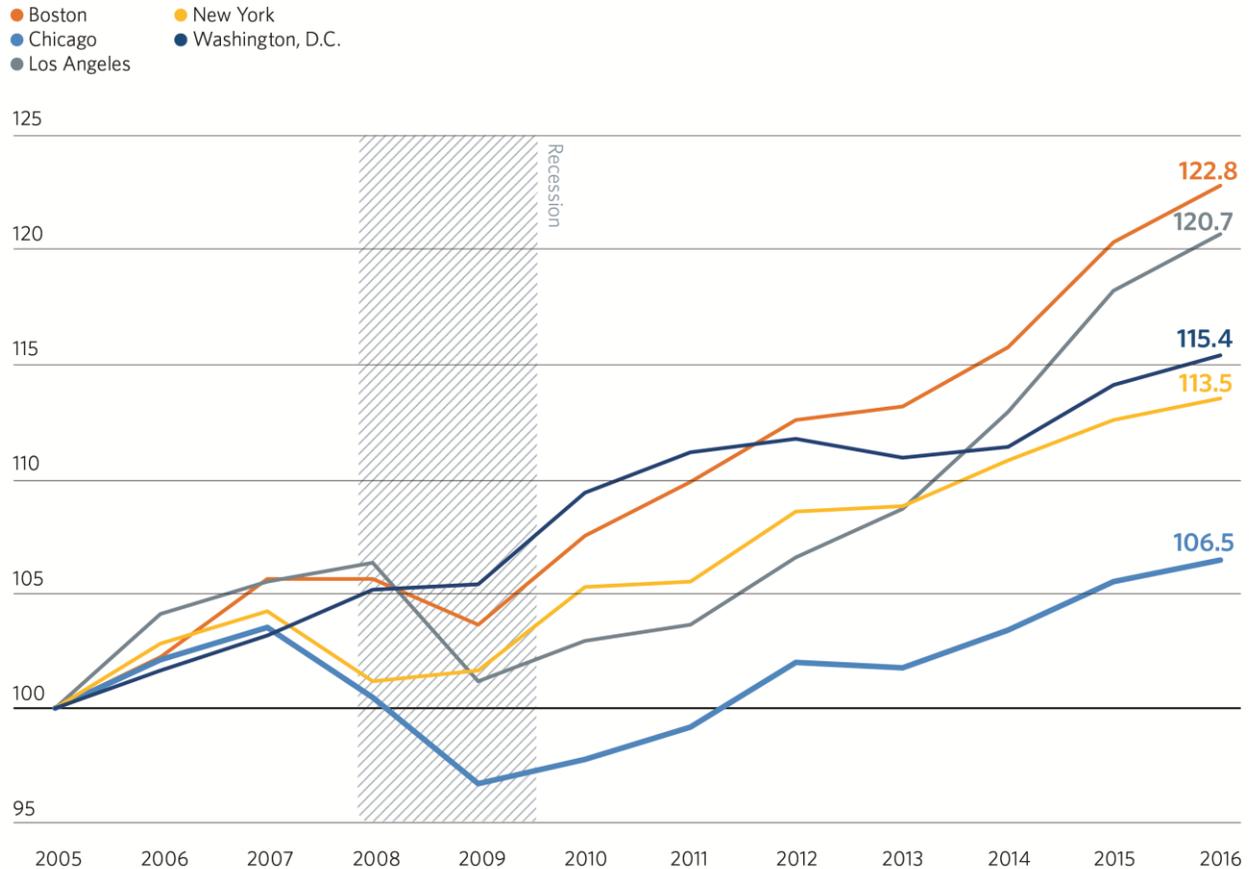
Source: Chicago Metropolitan Agency for Planning analysis of U.S. Population Estimates Program data.



Cumulative real gross regional product growth in select metropolitan statistical areas, 2005-16

Note: Index year 2005.

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Bureau of Economic Analysis data.



Nevertheless, the region is endowed with tremendous assets. Businesses here from industries as diverse as finance, health, and manufacturing have access to a diverse, well-educated, and globally connected workforce. The region’s unemployment rate continues to improve, and our businesses produce more goods and services year after year.

Widespread racial and economic disparities

Economic outcomes in our region frequently reflect racial lines of demarcation. Residents of color, particularly black residents, often experience lower incomes and higher unemployment. Some communities become caught in a cycle of disinvestment, unable to promote economic development, invest in infrastructure, and otherwise serve their residents. A growing body of research supports the idea that racial and economic inclusion bolster regional economic strength. International research suggests that reducing inequality by even 10 percent can increase the extent and durability of periods of growth by 50 percent. Making investments in inclusive growth will help the whole region succeed.

Decreasing federal, state, and local revenues

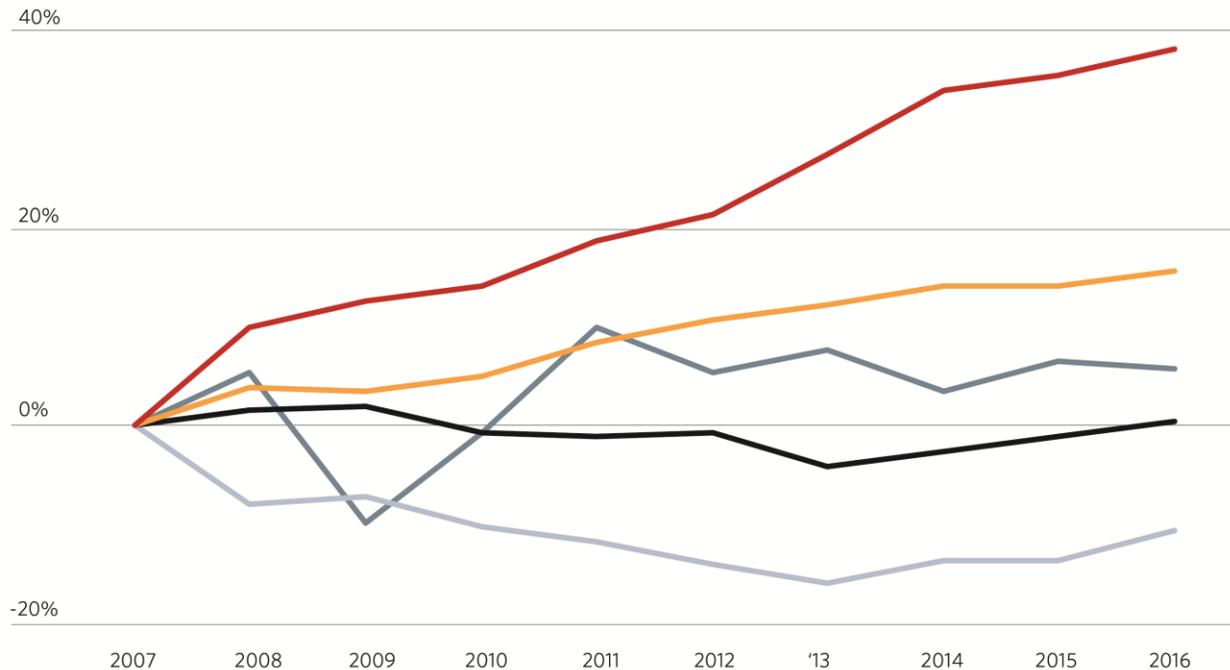
Insufficient funding presents a central challenge to achieving an enviable quality of life and economic vitality for all. Due to shrinking federal and state revenues, local governments struggle to implement their priorities. While many have made do with less by pooling resources with other governments, cutting staff, or leveraging technology to be more efficient, many governments have also begun to cut core services. Without new revenues for infrastructure and increased collaboration among governments, progress on regional priorities will be impeded.

Selected federal and state transportation revenues indexed to 2007

- Federal revenues
- State motor vehicle registration fee revenue
- State motor fuel revenue
- Selected transportation system operating costs
- Consumer price index for all urban consumers

Note: Percent change since 2007. Federal transportation revenue excludes revenue for 2009 from the American Recovery and Reinvestment Act. Transportation operating costs include those incurred by IDOT's District One, Illinois Tollway, RTA, and all transit service boards.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data, Illinois Office of the Comptroller data, Regional Transportation Authority data, and data derived from state/regional resources tables.



Aging and obsolete infrastructure

In the absence of adequate, timely investments in our infrastructure, transportation and water systems are decaying. The standard lifespan of expressways is 50 years, but many of our facilities were built in the 1950s and 1960s. Significant capital funding shortages in the transit system limit our region's ability to provide accessible, high quality service. The region's water infrastructure was also developed decades ago, with replacement needed to reduce water loss or replace lead pipes. Stormwater infrastructure is not always sufficient for today's rain levels and will particularly struggle in the face of storms with increased intensity. Asset management and other performance-based investment approaches can help, but cannot succeed unless



paired with new revenues. At current funding levels, the condition of these systems is declining -- and the costs to repair them increasing -- every day.

[GRAPHIC TO COME: Informational graphic showing water loss in the CMAP region.]

Changing climate

The climate is changing at a global scale, with significant implications for the built environment, economy, ecosystems, and people of this region. We have a substantive resource in the water access provided by Lake Michigan, and high quality natural areas to help reduce the progress of climate change. These assets may help the region thrive as other parts of the nation struggle. To ensure continued success will necessitate re-envisioning how road, water, and energy infrastructure is built and maintained, preserving and protecting natural and agricultural areas, implementing stormwater best management practices, and creating social networks and resources to give residents tools to withstand climate impacts.

Opportunities and pitfalls of swiftly changing technology

New information technology and data processing capacity are having far-reaching effects. Road and transit agencies can better track current conditions, reroute drivers or transit service, and manage their networks. Businesses can enhance processes and supply chains to gain a competitive edge. Residents have growing options to get around without owning a car, to work from anywhere, and purchase goods. These technologies will also change the nature of work, demanding new skills and different training for today and tomorrow's workers.

An aging and diversifying population

People are living longer lives in general. To provide a strong quality of life for our growing senior population, the region will need to continue adapting transit services, capitalize on emerging transportation and communication technology, and create more places with amenities and services in easy reach.



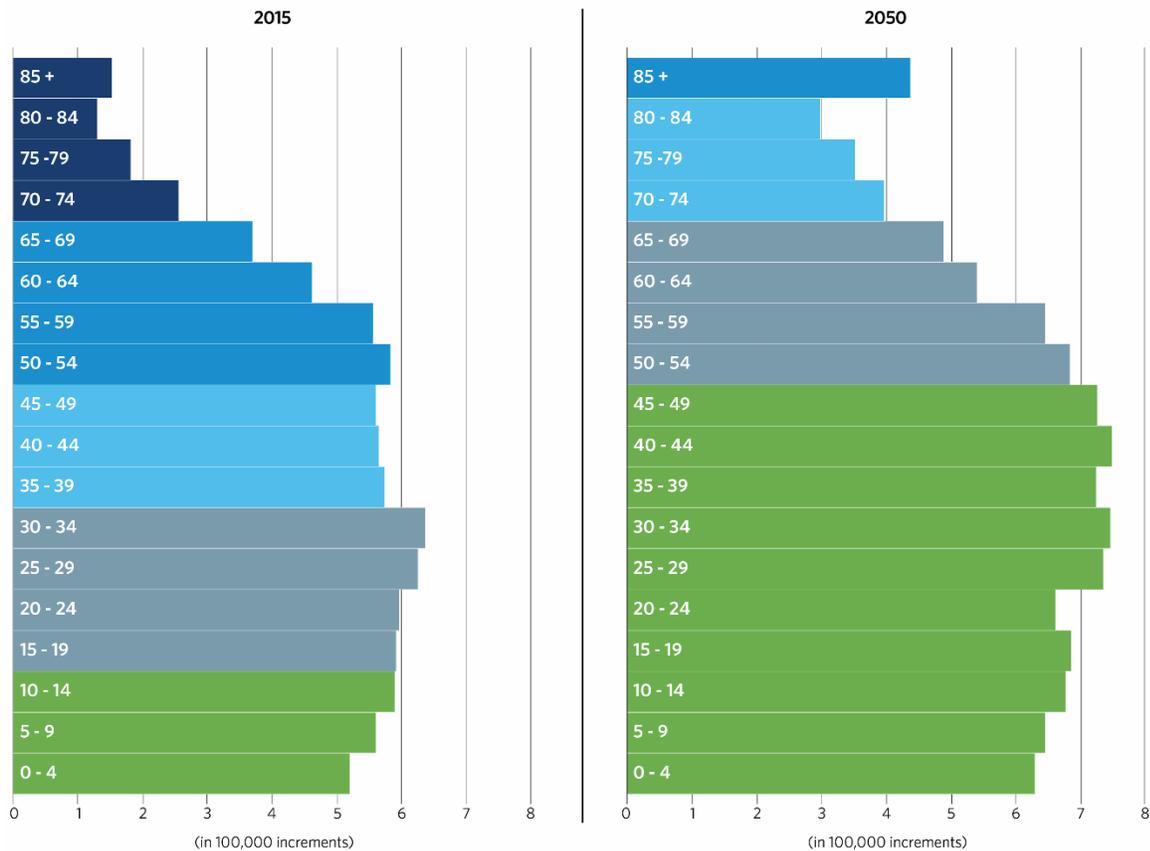
Population change by age group and generation, 2015 estimate and 2050 forecast

Note: CMAP may provide minor updates and adjustments to the forecast prior to ON TO 2050 approval.

Age groups by generation name and years born

- Silents/Traditionals (1931-45)
- Baby Boomers (1946-65)
- Gen X (1966-80)
- Millennials (1981-2000)
- Gen Z and later (2001+)

Source: Chicago Metropolitan Agency for Planning draft ON TO 2050 socioeconomic forecasts.



Our population is also diversifying. If current trends continue, the region’s population will be comprised of a majority of persons of color within the next decade. Diversity is an economic strength that the region can capitalize on, while taking steps to ensure access to economic opportunity for all residents.

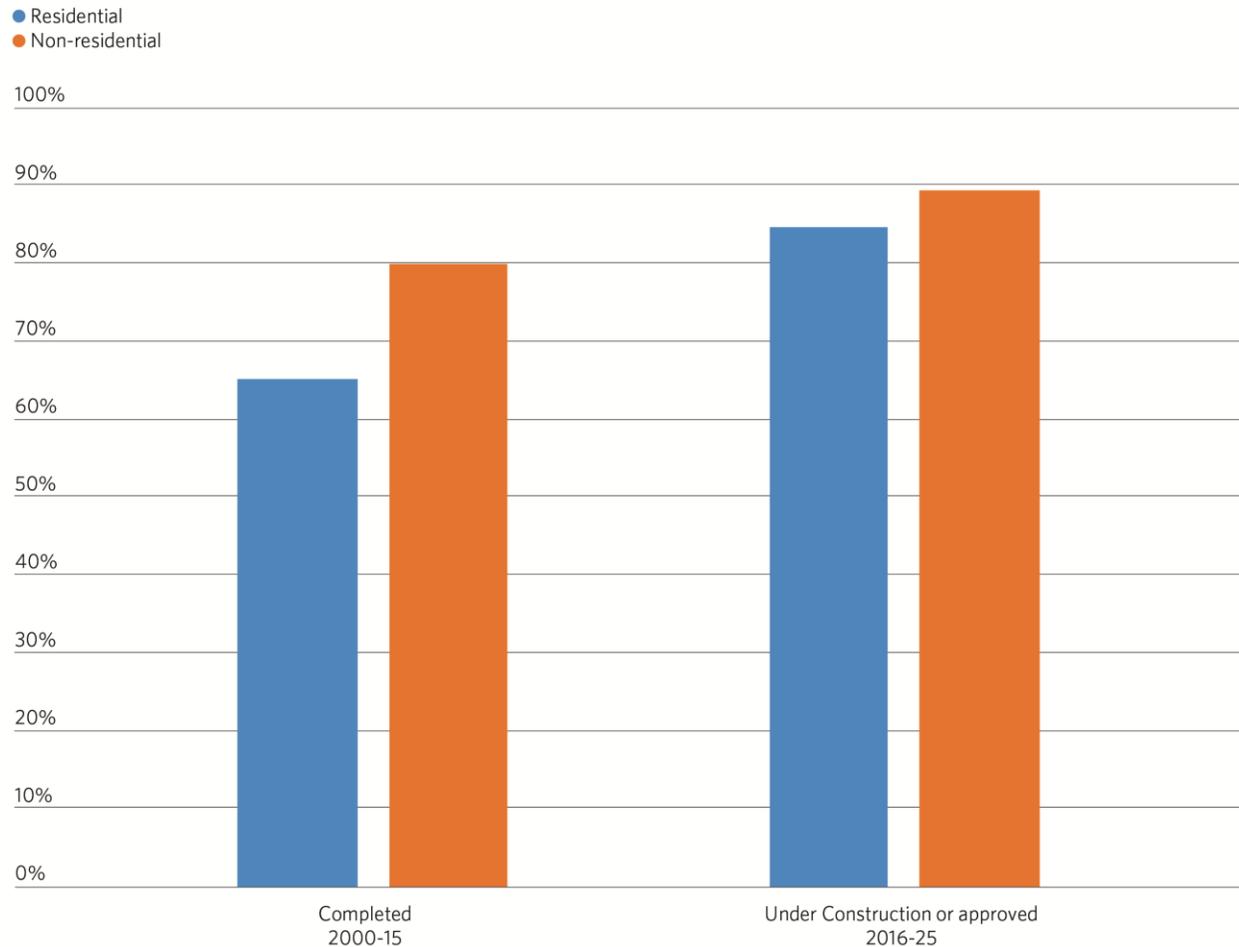
Demand for different places to live and work

The region will always be successful by providing many types of places to live, from dense urban nodes, to suburban residential neighborhoods, to rural towns. But the region must also accommodate increased demand for places where a car is optional and residents can walk to shopping, entertainment, and services. While development since 2000 has not concentrated in areas with strong transit availability, buildings under construction today throughout the region

are increasingly located in areas with access to transit, or with substantial existing development and infrastructure.

Proportion of development occurring within highly and partially infill supportive areas, completed and under construction/approved

Source: Chicago Metropolitan Agency for Planning analysis of Northeastern Illinois Development database.



Limited progress on sustainable development

Communities are beginning to recognize the need to ensure that new development is fiscally and economically sustainable, as recent patterns of land development have worsened public funding constraints. While the region’s population grew 4.6 percent from 2000-15 and total jobs remained essentially flat, our developed area expanded by nearly 12 percent, an area equal to the City of Chicago. The region also preserved 61,500 acres of open space from 2001-15. However, progress on effectively addressing the combination of economic development, conservation, and fiscal sustainability has been mixed.



ON TO 2050 Principles

The region also has proven its ability to collaborate on addressing complex problems. To succeed in a changing future, we will need to coalesce around initiatives that promote strong communities, a good quality of life, and economic opportunity and success. The principles guide the recommendations of the plan and offer solutions to the region's key challenges.

Inclusive Growth: We must provide economic opportunity for all residents and communities.

Resilience: We must prepare for future changes, both known and unknown.

Prioritized Investment: We must carefully target resources to maximize benefit.



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The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

ON TO 2050 is scheduled for adoption in October 2018.